

US 60 (Grand Avenue) and Bell Road Interchange Study

Public Hearing

April 30, 2014

Surprise, Arizona



Welcome

▶ Introductions

- ADOT
- Federal Highway Administration (FHWA)

▶ Overview of today's hearing

- Formal Presentation
- Public Testimony
- Open House

Public Hearing Notices and Draft EA Repositories

▶ Advertisements

- Surprise Independent
- Daily News-Sun
- Sun City Independent
- Surprise Today

▶ Draft EA Repositories (4/15 – 5/15)

- ADOT Environmental Planning Group
- PORA Office
- Surprise City Hall

Purpose of today's hearing

▶ **Tonight's hearing will provide:**

- an explanation for an Environmental Assessment (or EA)
- an overview of the recommended alternative
- an opportunity to hear your comments on the Draft EA

What is an Environmental Assessment (EA)?

▶ **A document that is prepared to comply with the National Environmental Policy Act, or NEPA, which includes:**

- discussion of the need for and purpose of the project
- the alternatives evaluated
- the environmental impacts of the project alternatives
- coordination with agencies and the public

Environmental Considerations

- ▶ **Air Quality**
- ▶ **Cultural Resources**
- ▶ **Environmental Justice**
- ▶ **Hazardous Materials**
- ▶ **Historic Properties**
- ▶ **Land Use/Local Planning**
- ▶ **Noise**
- ▶ **Pedestrians and Bicycles**
- ▶ **Property Impacts**
- ▶ **Utility Impacts**
- ▶ **Socioeconomics**
- ▶ **Transportation**
- ▶ **Visual Conditions**
- ▶ **Floodplains/Drainage**
- ▶ **Geology**
- ▶ **Vegetation**
- ▶ **Water Quality/ Resources**

Study Area



- ▶ Grand Avenue is part of the National Highway System and is a **critical transportation corridor** for the northwest valley
- ▶ Bell Road is a Maricopa County “Route of Regional Significance”



Previous Studies

2003

- ▶ **Maricopa Association of Governments
Grand Avenue Northwest Corridor Study**

2008

- ▶ **Draft US 60 Improvements Feasibility Report,
Grand Avenue (Loop 303 to Loop 101)**

2009

- ▶ **Additional Alternatives Evaluation**

Feasible Concepts

- ▶ **27 concepts were evaluated**
- ▶ **Two “Build” Alternatives and the “No-Build” Alternative were advanced for full evaluation in the EA**



Project Need

- ▶ **The existing Grand Avenue/Bell Road intersection experiences congestion during both the A.M. and P.M. peak hours**
- ▶ **Traffic volumes will increase in the future resulting in increased congestion**
- ▶ **The at-grade rail crossing of Bell Road becomes impassable during train activity, resulting in additional travel delays for commuters and emergency vehicles**
- ▶ **Potential for train and vehicle collisions increases with at-grade rail crossings**



Project Purpose

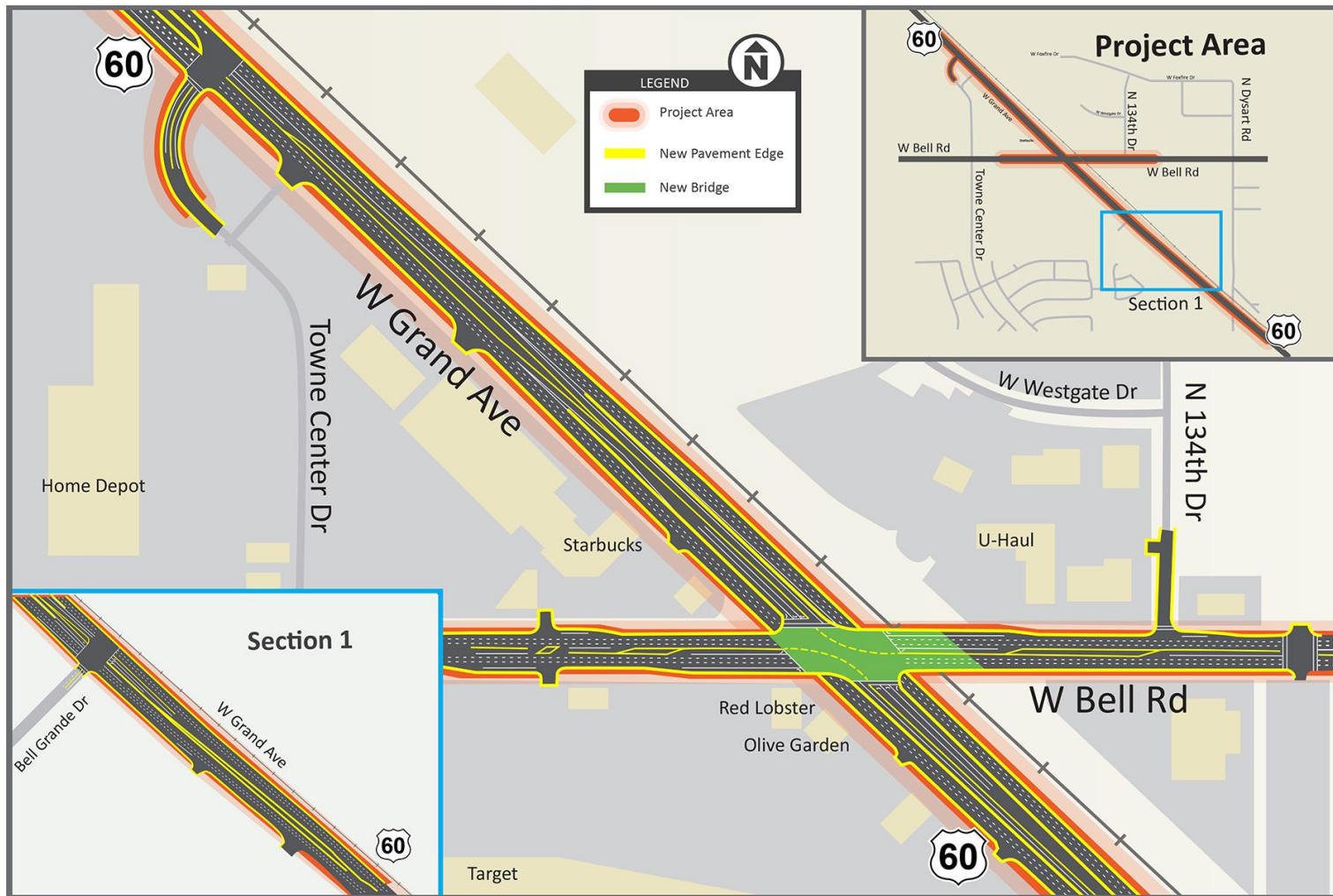
- ▶ **Improve traffic operational conditions to reduce congestion and improve wait times**
- ▶ **Grade-separate Bell Road and BNSF Railway tracks**



Alternatives Carried Forward

- ▶ **No-Build Alternative**
- ▶ **Alternative A: Median Urban Design**
- ▶ **Alternative B: Bell Road Overpass**

Alternative A Median Urban Design



The map displays the project area for the W Bell Rd and W Grand Ave corridor. The main map shows W Bell Rd running horizontally and W Grand Ave running diagonally from the bottom left to the top right. Section 1 is located at the intersection of W Bell Rd and W Grand Ave. Section 2 is located along W Bell Rd, north of the intersection. Section 3 is located along W Grand Ave, south of the intersection. A legend in the top right corner identifies the Project Area (red outline), New Pavement Edge (yellow outline), and New Bridge (green outline). Key locations marked include Starbucks, U-Haul, and Park and Ride. The map also shows the intersection of W Bell Rd and Dysart Rd, and the intersection of W Bell Rd and W Grand Ave. The map includes a north arrow and a scale bar.

Evaluation Criteria

- ▶ **Traffic Operational Performance**
- ▶ **Ability to Achieve Engineering Standards**
- ▶ **Railroad Acceptance**
- ▶ **Right-of-Way Impacts**
- ▶ **Ability to Provide for Local Access**
- ▶ **Total Estimated Project Cost**
- ▶ **Temporary Construction Impacts**
- ▶ **Utility Considerations**
- ▶ **Environmental Considerations**
- ▶ **Local Agency Acceptance**
- ▶ **Public Acceptance**

Traffic Operational Performance

Alternative A Median Urban Design	Alternative B Grade Separation Only
<ul style="list-style-type: none">▶ Meets all traffic operational goals for the project▶ All intersection approaches at the Grand Avenue/Bell Road intersection operate with an improved level of service	<ul style="list-style-type: none">▶ Removes the Grand Avenue/Bell Road intersection▶ Re-routes turning traffic to Litchfield and Dysart roads▶ Litchfield Road and Dysart Road intersections experience increased congestion▶ Requires out-of-direction travel resulting in higher vehicle travel times▶ Intersections experience higher turning vehicle queuing lengths resulting in longer delays

Ability to Achieve Engineering Standards

Alternative A Median Urban Design	Alternative B Grade Separation Only
<ul style="list-style-type: none">▶ Two design variances required▶ Unfamiliar left-hand ramp exits on Grand Avenue	<ul style="list-style-type: none">▶ One design variance required▶ Requires out-of-direction travel▶ Difficult to implement effective signage to re-route turning traffic▶ Inconsistent with other arterial street connections on Grand Avenue

Railroad Compatibility & Acceptance

Alternative A Median Urban Design	Alternative B Grade Separation Only
<ul style="list-style-type: none">▶ Eliminates vehicle/train conflicts on Bell Road▶ Emergency responders support this alternative▶ BNSF & Arizona Corporation Commission support this alternative	<ul style="list-style-type: none">▶ Eliminates vehicle/train conflicts on Bell Road▶ Redirects traffic to Dysart Road railroad crossing▶ Widens Dysart Road railroad crossing▶ Increases risk of emergency response vehicle delays on Dysart Road▶ BNSF & Arizona Corporation Commission would support this alternative

Right-of-Way Impacts

Alternative A Median Urban Design	Alternative B Grade Separation Only
<ul style="list-style-type: none">▶ 4 business displacements▶ 1.5 acres of new right-of-way▶ 1.0 acre of new utility easement	<ul style="list-style-type: none">▶ 5 business displacements▶ 3.4 acres of new right-of-way▶ 0.9 acre of new utility easement

Ability to Provide for Local Access

Alternative A Median Urban Design	Alternative B Grade Separation Only
<ul style="list-style-type: none">▶ 6 driveways removed▶ 3 driveways with restricted movements▶ Eliminates right-turn lanes on Grand Avenue	<ul style="list-style-type: none">▶ 6 driveways removed▶ 5 driveways with restricted movements▶ Retains right-turn lanes on Grand Avenue

Total Estimated Project Cost

Alternative A Median Urban Design	Alternative B Grade Separation Only
▶ \$ 66,600,000	▶ \$ 48,700,000

Temporary Construction Impacts

Alternative A Median Urban Design	Alternative B Grade Separation Only
<ul style="list-style-type: none">▶ Turning movements restricted at Grand Avenue/Bell Road Intersection▶ Lane restrictions on Grand Avenue and Bell Road▶ Ramp construction in the Grand Avenue median	<ul style="list-style-type: none">▶ Turning movements restricted at Grand Avenue/Bell Road Intersection▶ Lane restrictions on Grand Avenue and Bell Road▶ Includes construction at the Dysart and Litchfield roads intersections

Utility Considerations

Alternative A Median Urban Design	Alternative B Grade Separation Only
▶ \$1.7 million in relocation costs	▶ \$3.2 million in relocation costs

Environmental Considerations

- ▶ Both alternatives have similar environmental impacts



Local Agency Acceptance

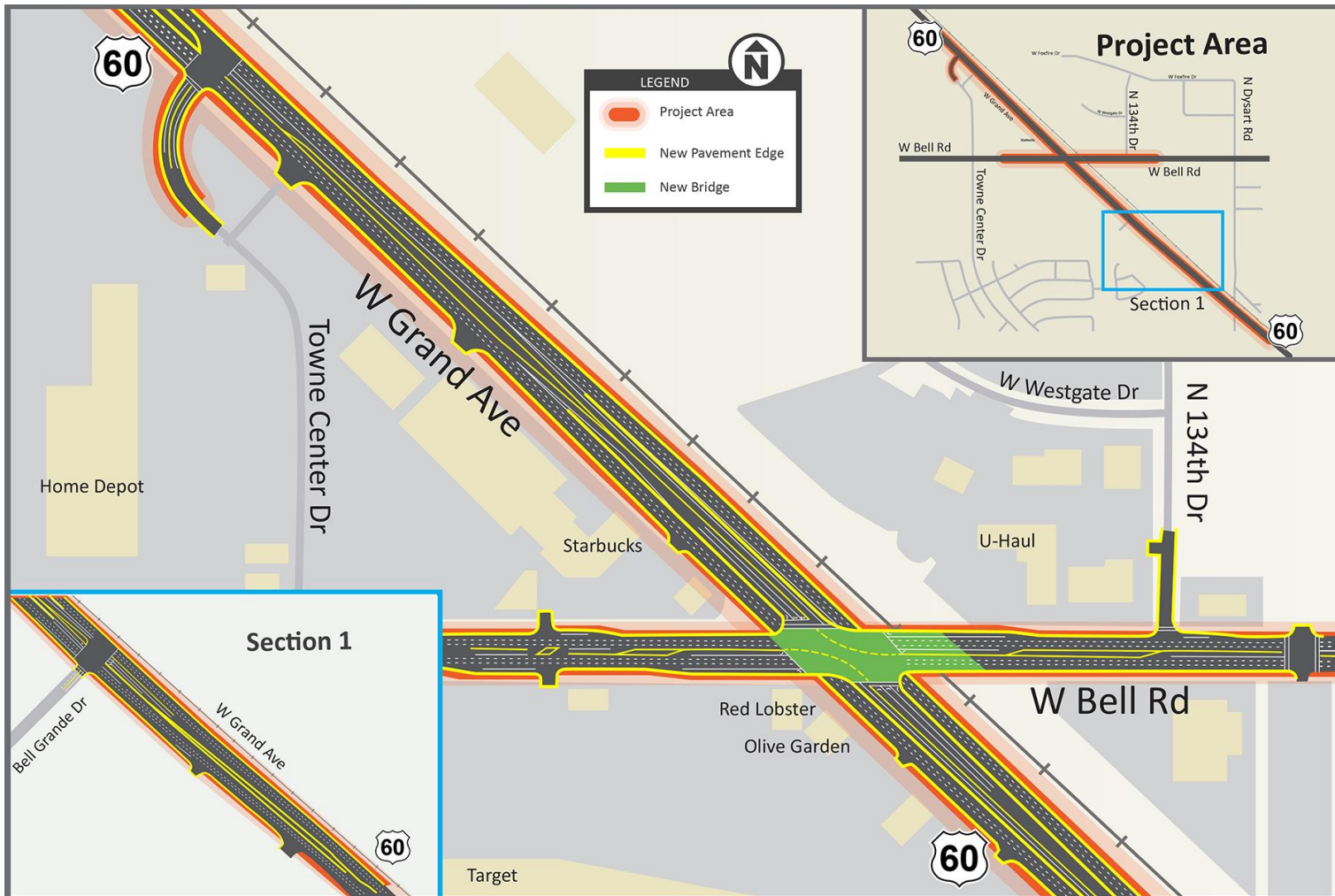
- ▶ The Maricopa Association of Governments, the Maricopa County Department of Transportation, and the city of Surprise all support **Alternative A: Median Urban Design** as the recommended alternative.

Public Acceptance

YOUR INPUT IS IMPORTANT

- ▶ Public testimony
- ▶ Verbal comments
- ▶ Written comments

Recommended Alternative ► Median Urban Design

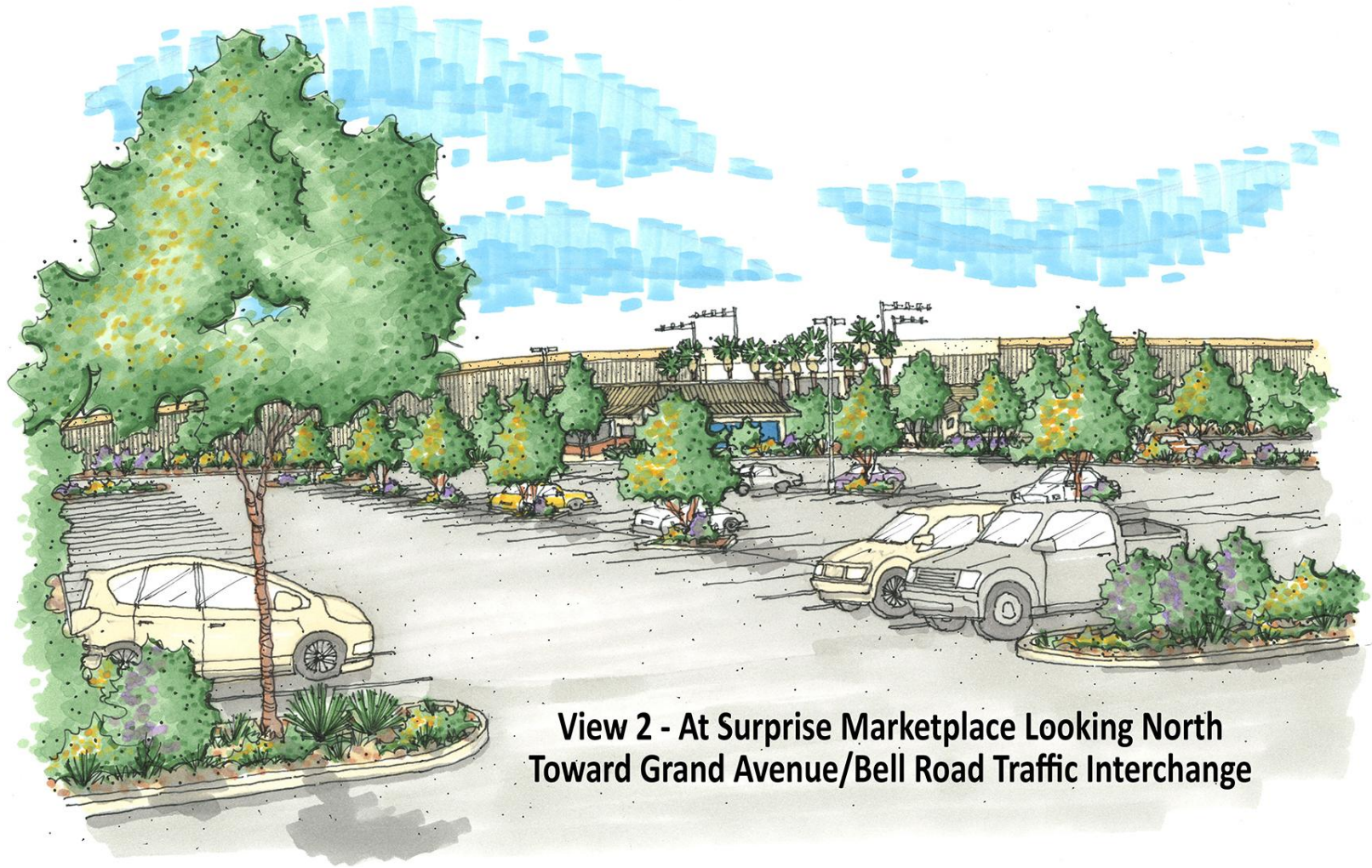


Median Urban Design



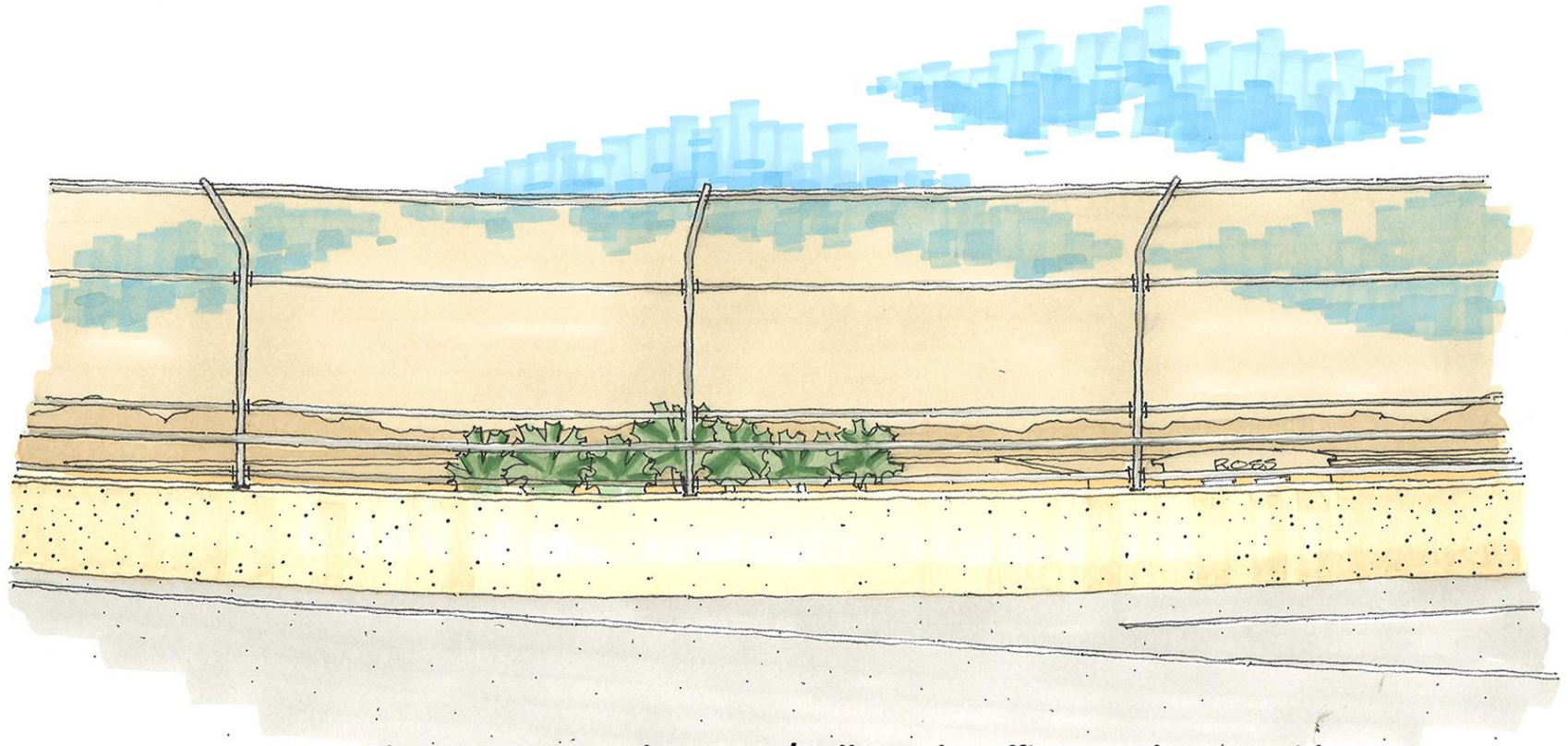
**View 1 - On West Point Parkway Looking East Toward
Grand Avenue/Bell Road Traffic Interchange**

Median Urban Design



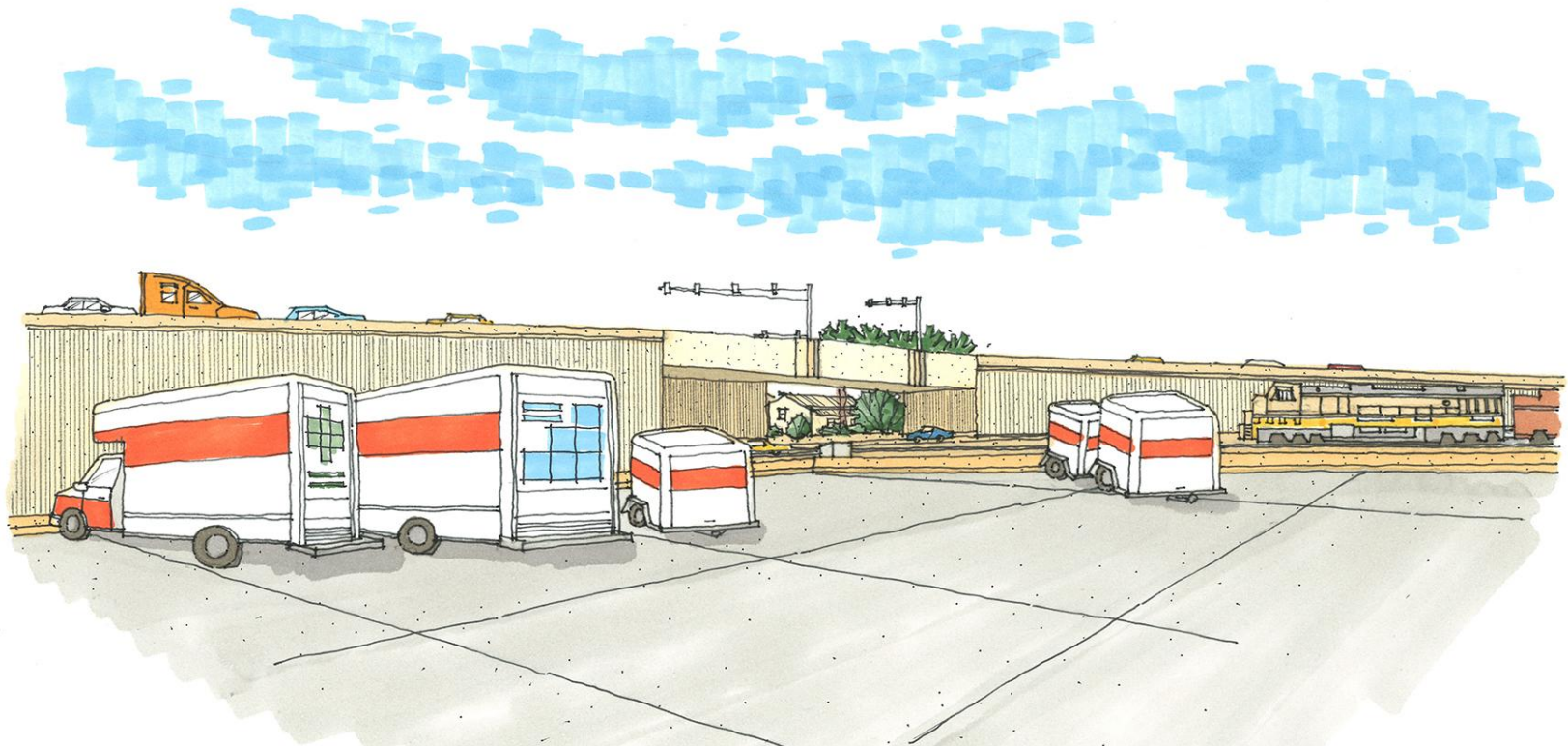
**View 2 - At Surprise Marketplace Looking North
Toward Grand Avenue/Bell Road Traffic Interchange**

Median Urban Design



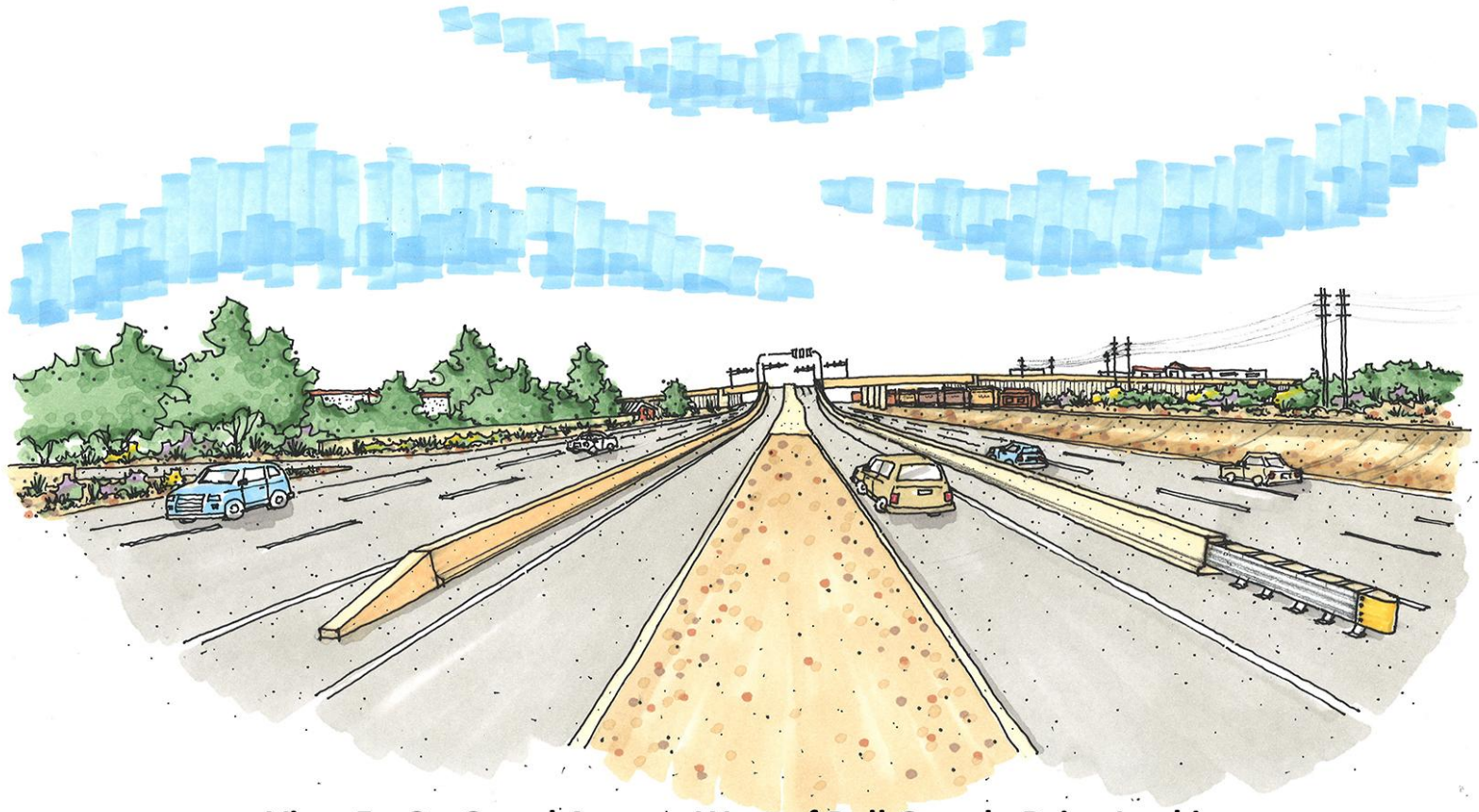
**View 3 - On Grand Avenue/Bell Road Traffic Interchange Bridge
Looking Southwest Toward Surprise Marketplace**

Median Urban Design



**View 4 - On U-Haul Property Looking Southwest Toward
Grand Avenue/Bell Road Traffic Interchange**

Median Urban Design



View 5 - On Grand Avenue West of Bell Grande Drive Looking Northwest Toward Grand Avenue/Bell Road Traffic Interchange

Study Schedule*



Next Steps**



**Schedule is subject to change*

***If a build alternative is selected*

Public Involvement History

▶ Previous Meetings

- Public scoping meeting (1.29.13)
- Business Forums (12.11.12/2.19.13)
- Five public/community meetings (2012-14)
- 14 community events (2012-13)
- Four business meetings (2013)

▶ Outreach

- Postcard (hand delivered 12.3.12; mailed 12.28.12 and 1.14.13)
- Newsletter (12.31.12 and 4.11.14)
- Fliers distributed (4.14.14)
- Email blasts

Your Input is Important!

Provide comments tonight

- ▶ Public testimony
- ▶ Verbal comments
- ▶ Written comments

Provide comments through May 15, 2014

- ▶ Mail in written comments
- ▶ Online at azdot.gov/bellandgrand
- ▶ Email to projects@azdot.gov
- ▶ Call 855.712.8530



Thank you!

- ▶ **Open House will continue until 7 p.m. tonight.**
- ▶ **Verbal testimony will begin in five minutes.**



Providing Public Testimony

- Speakers will be called in the order speaker cards are received with elected officials going first.
- There is a three-minute time limit. The yellow card will signify 30 seconds remaining and the red card means time is up.
- Public testimony is not intended as a Q&A. Questions should be directed to study team members in the Open House room.
- Those wishing to speak a second time may do so after all others have been called to testify.